2005

Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

Special Locality Report 131

City of Chesapeake

Prepared By

Virginia Department of Transportation Traffic Engineering Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Traffic Engineering Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people of the VDOT Traffic Engineering Division Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT Traffic Engineering Division Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North 81	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
29	US Route	
7	Virginia State Rou	te
(F241)	Frontage Road (F	precedes frontage route number)

Special Routes

Bus	Bus - Business Route	
{29}	Bypas - Bypass Route	
	Truck - Truck Route	
ALT	ALT - Alternate Route	
(220)	Wye - Wye Route connector	
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Secondary Route

- P Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
- The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

# 2005 Annual Average Daily Traffic Volume Estimates By Section of Route City of Chesapeake

		City of Cries					Tru	ıck			K		Dir		
Route	Jurisdiction	Length AAD	Γ QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	ECL Suf	folk												
(13) (58) (460) Military Highway	City of Chesapeake (Maint: 64)	2.41 <b>6700</b>	0 A	92%	0%	1%	1%	7%	0%	С	0.094	Α	0.574	69000	Α
<del>~ ~ ~</del>	To- From:	I-664													
(13) (58) (460)	City of Chesapeake (Maint: 64)	0.64 <b>6700</b>	0 N	92%	0%	1%	1%	7%	0%	N	0.094	Ν	0.574	69000	N
<del>*</del> * * <del>*</del> <del>*</del> <del>*</del> <del>*</del> <del>*</del> <del>*</del> <del>*</del> <del>*</del>	To: From:	US 58; SI													
{13}{460}(191 <i>)</i>	City of Chesapeake	0.18 <b>680</b> 0	F	89%	1%	3%	2%	4%	0%	F	0.108	F	0.587	7400	F
<del>~ ~ ~</del>	To: From:	SR 191, S Mil													
(13) (460) Military Highway	City of Chesapeake	0.45 <b>580</b> 0		89%	1%	3%	2%	4%	0%	F	0.123	F	0.583	6400	F
Combine	ed Traffic Estimates for 2 Parallel Roadways on	this Route: <b>5800</b>	F								0.123	F	0.583	NA	
~~ ~~	To: From:	Ramp from I-664;													
(13) (460) Military Highway	City of Chesapeake	2.44 <b>770</b> 0	F	89%	1%	3%	2%	4%	0%	С	0.136	F	0.608	8400	F
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	To- From:	I-64													
(13) (460) Military Highway	City of Chesapeake	1.37 1700	0 F	98%	0%	1%	1%	0%	0%	F	0.112	F	0.541	18000	F
~~~	To- From	US 17 George Wa		wy		$\Box$ $\vdash$									
(13) (460) Military Highway	City of Chesapeake	1.01 <b>1900</b>	0 F	98%	0%	1%	1%	0%	0%	F	0.118	F	0.533	21000	F
<del></del>	Ta: From:	SR 196 Ca	nal Dr												
13 (460) Military Highway	City of Chesapeake	2.20 <b>3100</b>	0 A	98%	0%	1%	1%	0%	0%	С	0.129	Α	0.526	35000	Α
<del></del>	To- From:	SR 166 Bainbr	idge Blvd			<u> </u>									
13 Military Highway	City of Chesapeake	0.31 <b>2900</b>	0 F	98%	0%	1%	1%	0%	0%	F	0.099	F	0.535	32000	F
<u> </u>	To: From:	I-464				_									
13 Military Highway	City of Chesapeake	0.78 <b>2900</b>	0 F	98%	0%	1%	1%	0%	0%	F	0.102	F	0.57	32000	F
<u> </u>	Too	Campostel	la Rd			—									
13 Military Highway	City of Chesapeake	0.65 <b>2800</b>		98%	0%	1%	1%	0%	0%	F	0.096	F	0.552	30000	F
	To:	SR 168 Battlet	ield Blvd												
13 Military Highway	City of Chesapeake	0.72 <b>3000</b>		97%	1%	1%	1%	1%	0%	F	0.103	F	0.562	33000	F
	Tax	Allison	Dr												
13 Military Highway	City of Chesapeake	0.41 3000		97%	1%	1%	1%	1%	0%	С	0.104	F	0.558	33000	F
10)	To	Greenbrier	Dlana												
13 Military Highway	City of Chesapeake	1.67 <b>3200</b>		97%	0%	1%	0%	1%	0%	F	0.097	F	0.519	35000	F
19) 3 3	То:	SCL Virgini													
	From:	North Carolina	State Line												
17 George Washington Hwy	City of Chesapeake	3.58 <b>1100</b>	0 B	93%	0%	1%	1%	4%	0%	С	0.101	Α	0.649	11000	В
$\checkmark$	To:	131-8796 Ball	ahack Rd												
17 George Washington Hwy	City of Chesapeake	6.71 <b>1200</b>		93%	0%	1%	1%	4%	0%	F	0.078	F	0.648	12000	F
	Too	BUS US 17 George V	Vashington	Hwv											
17 Dominion Blvd	City of Chesapeake	3.86 9700		95%	0%	1%	2%	3%	0%	F	0.076	F	0.620	10000	F
<u></u>	To	SR 165 Ce													
17 Dominion Blvd	City of Chesapeake	0.94 <b>2800</b>		95%	0%	1%	2%	3%	0%	С	0.089	Α	0.642	30000	Α
17) 25	To:	SR 166 Bainbr		0070	0,0	Ť	_,0	0,0	0,0	Ŭ	5.000		3.012	00000	, ,

# 2005 Annual Average Daily Traffic Volume Estimates By Section of Route City of Chesapeake

								Tru	ıck			K		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
~~	From:		66 Bainbridge													
17 Dominion Blvd	City of Chesape	eake 1.60	26000	F	95%	0%	1%	2%	3%	0%	F	0.073	F	0.625	27000	F
~~	To: From:		) Great Bridg	_											10000	
17	City of Chesap		39000	F	95%	0%	1%	2%	3%	0%	F	0.082	F	0.715	42000	F
$\sim$	To: From:		Oak Grove C	Connecto		0 1 46	24 ( 1)			.1						
17 464	City of Chesapeake ( Combined Traffic Estimates for 2 Parallel	` '	E4000	_	95%	See 1-46 0%	54 for all 1%	ectional 1%	tramc v 2%	oiume es	stimati	es for this NA	s segr	nent.	58000	G
	To:	i Roduways on this Route.	I-64	G	95%	076	170	1 70	270	0%	Г	INA			36000	G
~~~	From:		I-464													
(17) (64)	City of Chesapeake (` '										s for this	segn	nent.		
\sim \circ	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	83000	G	91%	1%	1%	1%	6%	0%	F	NA			88000	G
~~	To: From:		I-64													
(17) George Washington Hwy	City of Chesapo	eake 0.90	24000	F	96%	1%	1%	1%	1%	0%	F	0.085	F	0.511	24000	F
~~	To: From:		JS 460 Milit													
George Washington Hwy	City of Chesapo	eake 1.00	16000	F	96%	1%	1%	1%	1%	0%	С	0.082	F	0.599	16000	F
~	To: From:		R 196 Canal I													
George Washington Hwy	City of Chesap		28000	F	96%	1%	1%	1%	1%	0%	F	0.091	F	0.611	28000	F
	From:		CL Portsmou													
17 Western Branch Blvd	City of Chesap		22000	F	99%	0%	0%	0%	0%	0%	F	0.084	F	0.522	23000	F
	To	131-85	24 Churchlar	nd Blvd												
17	City of Chesap		23000	F	99%	0%	0%	0%	0%	0%	С	0.098	Α	0.536	23000	F
	То:		ECL Suffolk	ζ.												
Bus	From:	US 1	7 Dominion	Blvd												
(17) George Washington Hwy	City of Chesap	eake 4.07	4000	F	93%	0%	1%	1%	4%	0%	F	0.103	F	0.706	4100	F
Bus	To: From:	SF	R 165 Cedar l	Rd												
George Washington Hwy	City of Chesape	eake 1.19	25000	F	93%	0%	1%	1%	4%	0%	F	0.076	F	0.534	25000	F
	То:		I-64													
	From:		ECL Suffolk	ζ.												
[58] [13] [460] Military Highway	y City of Chesapeake ((Maint: 64) 2.41	67000	Α	92%	0%	1%	1%	7%	0%	С	0.094	Α	0.574	69000	Α
\bigcirc	To- From:		I-664				\neg \vdash									
(58) (13) (460)	City of Chesapeake ((Maint: 64) 0.64	67000	N	92%	0%	1%	1%	7%	0%	Ν	0.094	Ν	0.574	69000	Ν
$\hookrightarrow \hookrightarrow \hookrightarrow$	To- From:	SR 191 Jolliff I	Rd; US 13 M	lilitary H	Highway		\neg \vdash									
ALT (58) (460) Airline Blvd	City of Chesapo	eake 1.72	8100	F	96%	1%	1%	0%	1%	0%	С	0.091	F	0.552	8900	F
(30) (400), 5170	To:		CL Portsmou		5570	. 70			. 70		_			0.502		
East	From:		L Virginia B				l									
East (64)	City of Chesapeake (65000	F	96%	0%	0%	1%	2%	0%	F	0.094	В		64000	F
	Combined Traffic Estimates for 2 Parallel		129000	G	97%	0%	0%	1%	2%	0%	F	NA			130000	G
	To:	Gre	enbrier Park	way												

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2005 Annual Average Daily Traffic Volume Estimates By Section of Route City of Chesapeake

								Tru	ıck			K		Dir		—
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	C
ast	From:	Gre	enbrier Parky	way												
ast 64	City of Chesapeake	(Maint: 64) 1.49	56000	F	96%	0%	0%	1%	2%	0%	F	0.084	F		59000	
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	115000	F	97%	0%	0%	1%	2%	0%	F	0.077	F	0.517	118000	
	To- Prom-	SR 16	8 Battlefield	Blvd			<u> </u>									
ast 64)	City of Chesapeake	(Maint: 64) 1.22	54000	F	96%	0%	0%	1%	2%	0%	F	0.08	F		56000	
04)	Combined Traffic Estimates for 2 Parallel	` '		F	97%	0%	0%	1%	2%	0%	F	0.075	F	0.548	107000	
	Tallo	Troddinayo on tino reduc.		•	01 70	070		170	270	070	•	0.070		0.010	107000	
ast	From:		I-464	_												
54) [17]	City of Chesapeake	` '	41000	G	91%	1%	1%	1%	6%	0%	F	0.090	F		44000	
<i>-</i>	Combined Traffic Estimates for 2 Parallel	I Roadways on this Route:	83000	G	91%	1%	1%	1%	6%	0%	F	NA			88000	
ast	To: From:	US 17 Ge	orge Washin	gton Hv	vy											
ast 64	City of Chesapeake	(Maint: 64) 1.46	36000	G	91%	1%	1%	1%	6%	0%	F	0.088	F		38000	
	Combined Traffic Estimates for 2 Parallel	I Roadways on this Route:	71000	G	91%	1%	1%	1%	6%	0%	F	NA			74000	
	Toc	US 13. US	3 460 Militar	v Highw	av/av		<u> </u>									
ast 34)	City of Chesapeake		38000	F	91%	1%	1%	1%	6%	0%	С	0.098	В		38000	
54)	Combined Traffic Estimates for 2 Parallel	,		F	91%	1%	1%	1%	6%	0%	С	0.030	F	0.523	72000	
	To:		I-264, I-664	•	3170	1 /0	170	1 /0	070	070	C	0.001	'	0.020	72000	
est	From:	WC	L Virginia Be	each			i									_
4)	City of Chesapeake		63000	G	97%	0%	0%	1%	2%	0%	F	0.080	F		65000	
9	Combined Traffic Estimates for 2 Parallel	•	129000	G	97%	0%	0%	1%	2%	0%	F	NA			130000	
	To:	Gre	enbrier Parky	wav												
est	City of Change and a			•	97%	0%	00/	40/	20/	00/	_	0.004	F		59000	
4	Cambined Traffic Fetimetes for 3 Parallel	` '	59000	F F	97% 97%	0%	0%	1% 1%	2% 2%	0%	F	0.084	F	0.517	118000	
	Combined Traffic Estimates for 2 Parallel	<u> </u>			97%	0%	0%	1%	2%	0%	Г	0.077	Г	0.517	116000	
est	To From:	SR 16	8 Battlefield	l Blvd												
34) (168 <i>)</i>	City of Chesapeake	(Maint: 64) 0.82	51000	N	97%	0%	0%	1%	2%	0%	Ν	0.084	Ν		51000	
	Combined Traffic Estimates for 2 Paralle	Roadways on this Route:		N	97%	0%	0%	1%	2%	0%	Ν	NA			107000	
est	To: From:	SR 16	US 17 58 Battlefield	Rlvd												_
631	City of Chesapeake		51000	F	97%	0%	0%	1%	2%	0%	F	0.084	F		51000	
	Combined Traffic Estimates for 2 Parallel	,	105000	F	97%	0%	0%	1%	2%	0%	F	0.075	F	0.548	107000	
	To:	,	I-464													
est ~	From: L	(Maint C4) 0 44		_	040/	40/	40/	40/	C 0/	00/	_	0.00	_		27000	
4 [17]	City of Chesapeake	` '	36000	G	91%	1%	1%	1%	6%	0%	F	0.09	F		37000	
-	Combined Traffic Estimates for 2 Parallel			G	91%	1%	1%	1%	6%	0%	F	NA			82000	
est	To- From:	SR 190) Great Bridg	ge Blvd												_
34) 17	City of Chesapeake	(Maint: 64) 3.86	42000	G	91%	1%	1%	1%	6%	0%	F	0.088	F		43000	
	Combined Traffic Estimates for 2 Parallel	I Roadways on this Route:	83000	G	91%	1%	1%	1%	6%	0%	F	NA			88000	
	To:	US 17 Ge	orge Washin	gton Hv	vy											

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2005 Annual Average Daily Traffic Volume Estimates By Section of Route City of Chesapeake

									Tru	ıck			K		Dir		
Route	Jurisdiction	on	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
West	From:	:	US 17 Ge	orge Washi	ngton Hv	<i>r</i> y											
West 64	City of Chesapeake	(Maint: 64)	1.86	35000	G	91%	1%	1%	1%	6%	0%	F	0.094	F		36000	G
\bigcirc	Combined Traffic Estimates for 2 Paralle	el Roadways on th	nis Route:	71000	G	91%	1%	1%	1%	6%	0%	F	NA			74000	G
West	To: From:		US 13, U	JS 460 Mili	itary Hwy												
64	City of Chesapeake	e (Maint: 64)	1.65	35000	F	91%	1%	1%	1%	6%	0%	С	0.089	F		34000	F
6	Combined Traffic Estimates for 2 Paralle	el Roadways on th		73000	F	91%	1%	1%	1%	6%	0%	С	0.081	F	0.523	72000	F
	To:			I-264, I-664	4												
	From:		BUS US 17														
165 Cedar Rd	City of Chesa	peake	2.40	12000	F	96%	1%	1%	1%	0%	0%	С	0.106	F	0.514	13000	F
$\stackrel{\smile}{=}$	Ta- From:			West Rd													
165 Cedar Rd	City of Chesa	peake	1.29	12000	F	96%	1%	1%	1%	0%	0%	F	0.106	F	0.579	14000	F
$\stackrel{\smile}{=}$	To. From:	·		R 104 Dom													
165 Cedar Rd	City of Chesa	peake	0.28	24000	F	97%	1%	1%	1%	1%	0%	С	0.085	F	0.521	26000	F
<u>~</u>	To: From:		Bel	ls Mill Rd V													
165 Cedar Rd	City of Chesa	peake	2.01	25000	F	97%	1%	1%	1%	1%	0%	F	0.097	F	0.566	27000	F
<u> </u>	To From:		131-879	8 Bells Mil	1 Rd East												
165 Cedar Rd	City of Chesa	peake	1.73	25000	F	97%	1%	1%	1%	1%	0%	F	0.083	F	0.559	27000	F
Bus	To: From:		Bus SR	168 Battlef	ield Blvd												
165 (168) Battlefield Blvd	City of Chesa	peake	0.26	32000	F	96%	1%	2%	1%	1%	0%	С	0.078	F	0.565	35000	F
100) 100)	To			168 Battlet	field Blv/	1											
165) Mt Pleasant Rd	From: City of Chesa	peake	0.75	18000	F	96%	1%	1%	1%	1%	0%	F	0.101	F	0.581	20000	F
100)	To			Great Bridg													
165 Mt Pleasant Rd	City of Chesa	:L ineake	2.57	17000	<u>е Буразз</u> F	96%	1%	1%	1%	1%	0%	С	0.101	F	0.502	19000	F
165) With Tododin Ptd	Tay or Orroca	J		6 Centervil		0070	170		170	170	070		0.101	•	0.002	10000	•
165) Mt Pleasant Rd	City of Chesa	neake	4.53	9900	<u>ге трке</u>	96%	0%	2%	1%	1%	0%	С	0.106	F	0.519	11000	F
103) 10000 10	To To			Fentress A			0,0		.,,	.,,	0,70		000	•	0.0.0		•
165) Mt Pleasant Rd	From: City of Chesa	neake	0.91	9800	F	96%	0%	2%	1%	1%	0%	F	0.12	F	0.610	11000	F
103)	To:			L Virginia E		0070	0,0		.,0	.,,	0,70	•	0	•	0.0.0		•
	From:		US 17; SI	R 104 Dom	inion Blv	d											
166) Bainbridge Blvd	City of Chesa	peake	2.05	4500	F	90%	1%	2%	3%	4%	0%	F	0.118	F	0.703	5200	F
\smile	Ta		SR 190	Great Brid	lge Blvd												
166) Bainbridge Blvd	City of Chesa	peake	0.69	8000	F	90%	1%	2%	3%	4%	0%	С	0.095	F	0.511	9200	F
\smile	To	4	US	13 Military	Hwv												
166 (460) Bainbridge Blvd	City of Chesa	peake	0.74	10000	F	96%	0%	1%	1%	2%	0%	F	0.097	F	0.505	11000	F
	To	_	I	Freeman Av	/e.												
166 (460) Bainbridge Blvd	City of Chesa	:L	1.25	11000	F	96%	0%	1%	1%	2%	0%	F	0.086	F	0.526	12000	F
100/400/200101090 2010	To:			hesapeake		5576	370	Ť	. 70	_/0	270	•	5.500	٠	3.320	000	•

2005 Annual Average Daily Traffic Volume Estimates By Section of Route City of Chesapeake

_							Tru	ıck			K		Dir		
Route	Jurisdiction	Length A	AADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
	From:		sapeake Dr												
166 (460) Bainbridge Blvd	City of Chesapeake		8300 F	96%	0%	1%	1%	2%	0%	С	0.085	F	0.558	9100	F
	To: From:		Poindexter St oridge Blvd												
166) (460) Poindexter St	City of Chesapeake		8800 F	95%	1%	1%	1%	2%	0%	С	0.091	F	0.618	9700	F
166 460 Poindexter St	The state of the s			0070	170		170	270	070	Ū	0.001	·	0.010	0.00	•
166) 460 22nd Street	City of Chesapeake		berty St 5800 F	95%	1%	1%	1%	2%	0%	F	0.108	F	0.696	6400	F
166 460 22nd Street	To:		L Norfolk	93 /0	1 /0	1 /0	1 /0	Z/0	076		0.100	-	0.090	0400	
	From:		olina State Line												
168) Battlefield Blvd	City of Chesapeake		23000 A	96%	0%	1%	2%	1%	0%	С	0.168	Α	0.570	21000	A
168) Battierield Bivd	only of official care				070	1 70	270	1 /0	070	O	0.100		0.570	21000	,
Character Francisco	City of Change also (Mainty TC	Bus SR 168 Battle			00/	40/	20/	40/	00/		0.007		0.704	0200	-
Chesapeake Expressway	City of Chesapeake (Maint: TC	DL) 2.92 1	10000 F	96%	0%	1%	2%	1%	0%	F	0.087	F	0.781	9300	F
	To- From:	Bus SR 168 Battlefield								_		_			_
168 Chesapeake Expressway	City of Chesapeake (Maint: TC	DL) 2.94 1	10000 F	96%	0%	1%	2%	1%	0%	F	0.087	F	0.771	9200	F
	Ta- From:		crest Pkwy												
168 Chesapeake Expressway	City of Chesapeake (Maint: TC	DL) 0.25 2	27000 F	96%	0%	1%	2%	1%	0%	F	0.090	F	0.605	25000	F
<u> </u>	To-	End	Toll Road												
168 Great Bridge Bypass	City of Chesapeake	1.76 2	27000 F	96%	0%	1%	2%	1%	0%	F	0.090	F	0.605	25000	F
	Too	Bus SR 168	Battlefield Blvd												
168 Great Bridge Bypass	City of Chesapeake		24000 F	96%	0%	1%	2%	1%	0%	F	0.082	F	0.557	22000	F
3 7	To	Ца	nbury Rd												
168 Great Bridge Bypass	City of Chesapeake		11000 F	96%	0%	1%	2%	1%	0%	F	0.091	F	0.764	38000	F
108) Creat 2.1.ago 2)paso	T.,			0070	0,0		_,,	.,0	0,0	•	0.00	•		00000	·
Croot Pridge Pyrose	City of Chesapeake		Mt Pleasant Rd 55000 F	96%	0%	1%	2%	1%	0%	F	0.089	F	0.68	60000	F
168 Great Bridge Bypass	City of Criesapeake			90%	0%	1%	2%	170	0%	Г	0.069	Г	0.08	60000	Г
	Ta- From:		Battlefield Blvd	200/	00/		001	407	201		0.004		0.000	55000	_
168 Oak Grove Connector	City of Chesapeake	1.82 6	60000 F	96%	0%	1%	2%	1%	0%	F	0.084	F	0.683	55000	F
	To: From:		I-64												
168 64	City of Chesapeake (Maint: 64	•									s for this	segn	nent.		
	Combined Traffic Estimates for 2 Parallel Roadwa	•		97%	0%	0%	1%	2%	0%	N	NA			107000	١
	From:		4; US 17 I-64												
168) Battlefield Blvd	City of Chesapeake		10000 A	96%	0%	1%	1%	2%	0%	С	0.114	Α	0.557	43000	1
100)	To								-,-	_	• • • • • • • • • • • • • • • • • • • •				
168) Battlefield Blvd	City of Chesapeake		Military Hwy 23000 F	96%	0%	1%	1%	2%	0%	F	0.083	F	0.564	25000	F
108 Damenera Diva	City of Chesapeake			JU /0	0 /0	1 /0	1 /0	∠ /0	U /0	r	0.003	r	0.304	20000	,
	To: From:		postella Rd	000/	00/		40/	00/	201		0.000		0.04:	47000	_
168 Atlantic Ave	City of Chesapeake	0.42 1	6000 F	96%	0%	1%	1%	2%	0%	F	0.098	F	0.644	17000	F
<u> </u>	To- From:	Prov	ridence Rd			\Box \vdash									
168 Atlantic Ave	City of Chesapeake	1.16 1	9000 F	96%	0%	1%	1%	2%	0%	F	0.095	F	0.612	20000	F
\smile	To:	Old Atla	antic Avenue												

		City of Chesapeake												
Route	Jurisdiction	Length AADT QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
- 10010	Sandalonon			_40	2Axle	3+Axle	1Trail	2Trail		Factor	٠.٠	Factor		٠.,
168 Atlantic Ave	City of Chesapeake	Old Atlantic Avenue 0.39 12000 F	96%	0%	1%	1%	2%	0%	F	0.097	F	0.717	13000	F
168) Auditue Ave	Tas.		3070	070	170	1 70	270	070	•	0.007	•	0.717	13000	•
160	City of Chesapeake	SR 246 Liberty Rd 0.35 20000 F	96%	0%	1%	1%	2%	0%	F	0.095	F	0.651	21000	F
168	To:	SCL Norfolk	3070	070		170	270	070	•	0.000		0.001	21000	
Bus	From:	SR 168 Chesapeake Expressway; Battle	field Blvd	1										
168 Battlefield Blvd	City of Chesapeake	2.70 12000 F	96%	0%	1%	2%	1%	0%	F	0.089	F	0.622	14000	F
Bus	To- From:	Indian Creek Rd												
168) Battlefield Blvd	City of Chesapeake	1.55 17000 F	96%	0%	1%	2%	1%	0%	F	0.089	F	0.578	17000	F
100	To:	Centerville Tpke												
Bus 168 Battlefield Blvd	City of Chesapeake	3.78 17000 F	96%	0%	1%	2%	1%	0%	F	0.1	F	0.517	19000	F
168 Battlefield Bivd	City of Criesapeake		90 /0	076	1 /0	270	1 /0	0 /6	Г	0.1		0.517	19000	
Bus	From:	Great Bridge Bypass												
168 Battlefield Blvd	City of Chesapeake	0.28 7700 F	96%	1%	2%	1%	1%	0%	F	0.099	F	0.503	8400	F
Bus	To- From:	131-8802 Hanbury Rd												
168 Battlefield Blvd	City of Chesapeake	1.70 15000 F	96%	1%	2%	1%	1%	0%	F	0.083	F	0.533	16000	F
Bus	To- From:	SR 165 S, Mount Pleasant Rd, Johnst	own Rd											
168) (165) Battlefield Blvd	City of Chesapeake	0.26 32000 F	96%	1%	2%	1%	1%	0%	С	0.078	F	0.565	35000	F
Dur	To- From:	SR 165 North; Cedar Road												
Bus 168 Battlefield Blvd	City of Chesapeake	1.24 34000 F	96%	1%	2%	1%	1%	0%	F	0.081	F	0.627	37000	F
\smile	To-	SR 190 Great Bridge Blvd												
Bus 168 Battlefield Blvd	City of Chesapeake	0.17 36000 F	96%	1%	2%	1%	1%	0%	F	0.086	F	0.522	39000	F
168) Battiericia Biva	To:		3070	170		170	170	070	•	0.000	•	0.022	00000	
Bus	From:	SR 168 Great Bridge Bypass												
168 Battlefield Blvd	City of Chesapeake	2.72 45000 F I-64; SR 168	96%	1%	2%	1%	1%	0%	F	0.084	F	0.615	49000	F
	From:	SR 166 Bainbridge Blvd												
190) Great Bridge Blvd	City of Chesapeake	0.83 5100 F	86%	2%	2%	7%	3%	0%	С	0.098	F	0.521	5600	F
1300	To	131-8763 Campostella Rd												
190) Great Bridge Blvd	City of Chesapeake	0.30 9800 F	86%	2%	2%	7%	3%	0%	F	0.092	F	0.562	11000	F
	To	I-64												
190 Great Bridge Blvd	City of Chesapeake	0.26 13000 F	96%	1%	1%	1%	0%	0%	F	0.091	F	0.555	14000	F
	Tos	US 17; SR 104 Dominion Blv	d		<u> </u>									
190 Great Bridge Blvd	City of Chesapeake	2.34 12000 F	96%	1%	1%	1%	0%	0%	С	0.101	F	0.619	13000	F
	To: From:	Bus SR 168 Battlefield Blvd												
190) Kempsville Rd	City of Chesapeake	0.48 23000 F	97%	0%	1%	1%	0%	0%	F	0.096	F	0.615	26000	F
\smile	To:	Clearfield Ave												

2005 Annual Average Daily Traffic Volume Estimates By Section of Route City of Chesapeake

			or Chesape					Tru	ıck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle		2Trail	QC	Factor	QK	Factor	AAWDT	Q V
	From:	C	learfield Ave													
190) Kempsville Rd	City of Chesapeake	0.81	26000	F	97%	0%	1%	1%	0%	0%	С	0.096	F	0.533	29000	F
$\overline{}$	Tax	Gı	eenbrier Pkwy	V			$ \vdash$									
190) Kempsville Rd	City of Chesapeake	1.81	17000	F	99%	0%	0%	0%	0%	0%	F	0.100	F	0.514	18000	F
	Toc	,	Volvo Pkwy													
190 Kempsville Rd	City of Chesapeake	0.49	30000	F	99%	0%	0%	0%	0%	0%	F	0.099	F	0.568	33000	F
130)	To:	WCI	L Virginia Bea	ach												
	From:	SR 19	1, S Military I	Hwv												
191) (13) (460)	City of Chesapeake	0.18	6800	F	89%	1%	3%	2%	4%	0%	F	0.108	F	0.587	7400	F
	To:	AI	RLINE BLVE)												
	From:		58 Airline Bly								_		_			_
191 Jolliff Rd	City of Chesapeake	2.22	2900	F	96%	1%	2%	1%	0%	0%	С	0.152	F	0.710	3100	F
<u> </u>	To: From:	Do	ck Landing Ro													
191)Joliff Rd	City of Chesapeake	0.91	2800	F	98%	0%	1%	0%	0%	0%	С	0.118	F	0.521	3000	F
	To:	SR 33	7 Portsmouth I	Blvd												
	From:	US	13 Military Hv	_												
Canal Dr	City of Chesapeake	0.96	13000	F	97%	0%	1%	1%	0%	0%	С	0.104	F	0.572	15000	
<u> </u>	To:	US 17 Ge	orge Washingt	ton Hw	/у											
	From:		US 460													
246 Liberty St	City of Chesapeake	0.39	8800	F	96%	1%	1%	1%	2%	0%	С	0.086	F	0.518	9600	
<u> </u>	To: From:	I	atham Street													
246)Liberty St	City of Chesapeake	0.37	5800	F	96%	1%	1%	1%	2%	0%	F	0.09	F	0.501	6300	I
<u> </u>	To:	SR 16	8 Campostella	a Rd												
ast	From:		I-64; I-664													
264)	City of Chesapeake (Maint: 6	4) 1.10	25000	G	95%	0%	1%	1%	3%	0%	F	0.125	F		27000	(
	Combined Traffic Estimates for 2 Parallel Roadwa	,	51000	G	95%	0%	1%	1%	3%	0%	F	NA			55000	(
	To:	We	CL Portsmouth	h												
Vest	From:		I-64; I-664													
264)	City of Chesapeake (Maint: 6	•	26000	G	95%	0%	0%	1%	3%	0%	F	0.117	F		28000	(
	Combined Traffic Estimates for 2 Parallel Roadwa			G	95%	0%	1%	1%	3%	0%	F	NA			55000	(
	ıı,		CL Portsmouth	h												
	From:		ECL Suffolk		/								_			
Portsmouth Blvd	City of Chesapeake	0.72	13000	F	95%	1%	1%	2%	2%	0%	С	0.083	F	0.553	14000	I
	To- From:	SF	l 191 Joliff Rd	i												
Portsmouth Blvd	City of Chesapeake	0.68	17000	F	95%	1%	1%	2%	2%	0%	F	0.078	F	0.545	18000	F
<u> </u>	To- Brown		I-664				<u> </u>									
Portsmouth Blvd	City of Chesapeake	0.60	35000	F	98%	0%	1%	0%	1%	0%	F	0.083	F	0.546	39000	F
	To-	Ca	pri Circle Wes	et .												
937) Portsmouth Blvd	City of Chesapeake	0.67	25000	F	98%	0%	1%	0%	1%	0%	С	0.083	F	0.509	27000	F
DOI/ CHOMOGRIP BIVE	To:	0.01	Taylor Rd	•	0070	U / U	. /0	J /0	. 70	J /0	_	0.000	•	0.000	000	'

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2005 Annual Average Daily Traffic Volume Estimates By Section of Route City of Chesapeake

Б.,			44DT 0:	4			Tru	ıck			K	0::	Dir		<u></u>
Route	Jurisdiction	Length	AADT QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۷
	From:	1	Taylor Rd												
Portsmouth Blvd	City of Chesapeake	0.24	31000 F	98%	0%	1%	0%	1%	0%	F	0.08	F	0.518	34000	F
<u> </u>	Ta: From:	Docl	k Landing Rd												
337) Portsmouth Blvd	City of Chesapeake	0.49	32000 F	98%	0%	1%	0%	1%	0%	F	0.084	F	0.543	35000	F
<u> </u>	To:		L Portsmouth												
337) Jordan Bridge	City of Chesapeake (Maint: TOL)	0.39	7200 N	96%	1%	1%	0%	1%	0%	N	0.117	N	0.679	7900	١
337 Journal Bridge	and the original and th			3070	170	1 70	070	170	070	11	0.117	14	0.075	7500	
Poindexter Street	City of Chesapeake	0.11	7200 G	96%	1%	1%	0%	1%	0%	F	0.117	F	0.679	7900	(
337 Follidexter Street	City of Criesapeake	0.11		90%	170	176	0%	170	0%	Г	0.117	Г	0.679	7900	,
	To- From:		I-464									_			
Poindexter St	City of Chesapeake		12000 F	96%	1%	1%	0%	1%	0%	F	0.089	F	0.575	14000	ı
<u> </u>	From:		Bainbridge Blvd 0; Poindexter St												
Bainbridge Blvd	City of Chesapeake	0.74	2000 F	96%	1%	1%	0%	1%	0%	F	0.097	F	0.699	2200	
337)	To:		CL Norfolk												
	From:	EC	CL Norfolk												
407) Indian River Rd	City of Chesapeake		24000 F	98%	0%	1%	0%	1%	0%	F	0.089	F	0.561	26000	
	To	0	aklette Ave												
107 Indian River Rd	City of Chesapeake		29000 F	98%	0%	1%	0%	1%	0%	С	0.083	F	0.523	31000	
407)	To:		Virginia Beach	0070	0,0		0,0	.,0	0,0	Ū	0.000	•	0.020	0.000	
	From:	E	CL Suffolk												
460 58 13 Military Highway	City of Chesapeake (Maint: 64)		67000 A	92%	0%	1%	1%	7%	0%	С	0.094	Α	0.574	69000	
400 (30) (10)	To:		I-664												
460 (50 (12)	City of Chesapeake (Maint: 64)	0.64	67000 N	92%	0%	1%	1%	7%	0%	N	0.094	N	0.574	69000	-
460] [58] [13]	Only of Officsapeane (Marin: 04)			JZ /0	070	170	170	1 70	070	11	0.054	14	0.574	03000	'
	City of Chesapeake		58; SR 191 6800 F	89%	1%	3%	2%	40/	0%	F	0.108	F	0.507	7400	
460 (13) (191)	City of Criesapeake	0.18		09%	170	3%	270	4%	0%	Г	0.106	Г	0.587	7400	
~~	To- From:		, S Military Hwy		407			407				_			
460 (13) Military Highway	City of Chesapeake	0.45	5800 F	89%	1%	3%	2%	4%	0%	F	0.123	F	0.583	6400	I
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	5800 F								0.123	F	0.583	NA	
	To: From:		Military Hwy												
460 (13) Military Highway	City of Chesapeake	2.44	7700 F	89%	1%	3%	2%	4%	0%	С	0.136	F	0.608	8400	ا
~ ~	To: From:		I-64												
460 13 Military Highway	City of Chesapeake	1.37	17000 F	98%	0%	1%	1%	0%	0%	F	0.112	F	0.541	18000	I
\sim	To	US 17 Geor	rge Washington H	wy		_									
460 13 Military Highway	City of Chesapeake		19000 F	98%	0%	1%	1%	0%	0%	F	0.118	F	0.533	21000	ı
	то.	ÇD 1	196 Canal Dr												
460 13 Military Highway	City of Chesapeake		31000 A	98%	0%	1%	1%	0%	0%	С	0.129	Α	0.526	35000	1
-50) (13)	To:		ilitary Hwy			Ť	. , 0	- / 0	- / 0	•	-		2.3_0		•
	From:		3 Military Hwy												
460 (166) Bainbridge Blvd	City of Chesapeake	0.74	10000 F	96%	0%	1%	1%	2%	0%	F	0.097	F	0.505	11000	F
\sim	To:	Fre	eeman Ave												

2005 Annual Average Daily Traffic Volume Estimates By Section of Route City of Chesapeake

		0.1,	or Criesape	J G. 1. 10				Tru	rck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q\
	From:	F	reeman Ave													
460 166 Bainbridge Blvd	City of Chesapeal	ake 1.25	11000	F	96%	0%	1%	1%	2%	0%	F	0.086	F	0.526	12000	F
\sim	To: From:	Ch	esapeake Av	е			<u> </u>									
460 (166) Bainbridge Blvd	City of Chesapeal	ake 0.81	8300	F	96%	0%	1%	1%	2%	0%	С	0.085	F	0.558	9100	F
~~	To:		37 Poindexte													
460 (166) Poindexter St	City of Chesapeak		8800	F	95%	1%	1%	1%	2%	0%	С	0.091	F	0.618	9700	F
400 (100) 1 011100/101 01	Tro				0070	170		170	270	070	Ü	0.001	•	0.010	0.00	
460 (166) 22nd Street	From: City of Chesapeal		Liberty St 5800	F	95%	1%	1%	1%	2%	0%	F	0.108	F	0.696	6400	F
460 (166) 22nd Street	To:		SCL Norfolk	•	3070	170	$\overrightarrow{1}$	170	270	070	•	0.100	•	0.000	0400	
ALT	From:		Joliff Rd													
460 58 Airline Blvd	City of Chesapeal	ake 1.72	8100	F	96%	1%	1%	0%	1%	0%	С	0.091	F	0.552	8900	-
400 (00)	To:		CL Portsmou	th												
lorth	From:	U	S 17; SR 168	3												
464) (17)	City of Chesapeake (Ma	laint: 64) 0.14	20000	G	95%	0%	1%	1%	2%	0%	F	0.129	F		23000	(
	Combined Traffic Estimates for 2 Parallel Ro	Roadways on this Route:	51000	G	95%	0%	1%	1%	2%	0%	F	NA			58000	
	To: From:		I-64				<u> </u>									
lorth 464	City of Chesapeake (Ma	laint: 64) 0.64	27000	G	95%	0%	1%	1%	2%	0%	F	0.117	F		31000	(
404)	Combined Traffic Estimates for 2 Parallel Ro			G	95%	0%	1%	1%	2%	0%	F	NA	•		56000	
	Too		13 Military H													
lorth	From: L		•		050/	201		407	00/	00/	_	0.40	_		00000	
464	City of Chesapeake (Ma	•	25000	G	95%	0%	1%	1%	2%	0%	F	0.12	F		28000	(
	Combined Traffic Estimates for 2 Parallel Ro	<u> </u>		G	95%	0%	1%	1%	2%	0%	F	NA			52000	(
lorth	To: From:	F	reeman Ave													
464)	City of Chesapeake (Ma	laint: 64) 1.89	24000	Α	95%	0%	1%	1%	2%	0%	С	0.157	Α		27000	
	Combined Traffic Estimates for 2 Parallel Ro	Roadways on this Route:	45000	Α	95%	0%	1%	1%	2%	0%	С	0.107	Α	0.734	51000	
lowih	To: From:	SR 3:	37 Poindexte	r St			\Box \vdash									
North 464)	City of Chesapeake (Ma	laint: 64) 0.76	25000	G	95%	0%	1%	1%	2%	0%	F	0.118	F		28000	(
404)	Combined Traffic Estimates for 2 Parallel Ro	•		G	95%	0%	1%	1%	2%	0%	F	NA	•		52000	(
	Tor		SCL Norfolk													
outh	From:	U	S 17; SR 168	3												
464) (17)	City of Chesapeake (Ma		31000	G	95%	0%	1%	1%	2%	0%	F	0.104	F		35000	(
	Combined Traffic Estimates for 2 Parallel Ro	Roadways on this Route:	51000	G	95%	0%	1%	1%	2%	0%	F	NA			58000	(
Pavida	To- From:		I-64													
South 464)	City of Chesapeake (Ma	laint: 64) 0.98	22000	G	95%	0%	1%	1%	2%	0%	F	0.123	F		25000	(
404)	Combined Traffic Estimates for 2 Parallel Ro		49000	G	95%	0%	1%	1%	2%	0%	F	NA	•		56000	(
	To:	•	13 Military H		0070	070		. 70	-70	570	•	. 4/ (55000	`

2005 Annual Average Daily Traffic Volume Estimates By Section of Route City of Chesapeake

			JI CHESAL					Tru	ck			K		Dir		
Route	Jurisdiction	n Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
South	From:	US	13 Military l	Hwy												
464)	City of Chesapeake ((Maint: 64) 0.84	21000	G	95%	0%	1%	1%	2%	0%	F	0.111	F		24000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	45000	G	95%	0%	1%	1%	2%	0%	F	NA			52000	G
South	To: From:	Fr	eeman Aven	nue												
464)	City of Chesapeake ((Maint: 64) 2.01	21000	Α	95%	0%	1%	1%	2%	0%	С	0.137	Α		24000	Α
)	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	45000	Α	95%	0%	1%	1%	2%	0%	С	0.107	Α	0.734	51000	Α
outh	Tax From:	C	ollector Roa	ad												
0uth 164)	City of Chesapeake ((Maint: 64) 0.43	21000	G	95%	0%	1%	1%	2%	0%	F	0.112	F		24000	G
	Combined Traffic Estimates for 2 Parallel	` ,	46000	G	95%	0%	1%	1%	2%	0%	F	NA			52000	G
	To:		SCL Norfolk	K												
ast	From:		WCL Suffoll	k												
Hampton Roads Beltway	City of Chesapeake (,	35000	F	94%	0%	1%	1%	4%	0%	F	0.102	F		38000	F
	Combined Traffic Estimates for 2 Parallel			F	93%	0%	1%	1%	4%	0%	F	NA			78000	F
	_	East I-664 is	signed as	s Souti	h I-664											
ast	To: From:	64-6.	59 Pughsvill	le Rd												
Hampton Roads Beltway	City of Chesapeake ((Maint: 64) 2.02	38000	G	94%	0%	1%	1%	4%	0%	F	0.098	F		42000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	77000	G	93%	0%	1%	1%	4%	0%	F	NA			83000	G
		East I-664 is	signed as	s Soutl	h I-664											
ast	To: From:	SR 33'	7 Portsmout	h Blvd												
Hampton Roads Beltway	City of Chesapeake ((Maint: 64) 1.10	38000	G	94%	0%	1%	1%	4%	0%	F	0.095	F		42000	G
	Combined Traffic Estimates for 2 Parallel	Roadways on this Route:	77000	G	93%	0%	1%	1%	4%	0%	F	NA			84000	G
		East I-664 is	signed as	s Soutl	h I-664											
	To: From:	64-663	Dock Landii	ng Road			\Box \vdash									
tast 664 Hampton Roads Beltway	City of Chesapeake ((Maint: 64) 1.18	41000	G	94%	0%	1%	1%	4%	0%	F	0.100	F		44000	G
504) · Iampton · Ioado Zonna)	Combined Traffic Estimates for 2 Parallel	,		G	93%	0%	1%	1%	4%	0%	F	NA	•		90000	G
		East I-664 is			h I-664											
	To:	US 13, US 58,	US 460 Mi	liatry Hi	ghway											
fast 64 Hampton Roads Beltway	City of Chesapeake ((Maint: 64) 1.13	50000	G	94%	0%	1%	1%	4%	0%	_	0.094	F		54000	G
164 Trampion Roads Beilway	Combined Traffic Estimates for 2 Parallel	` ,		G	93%	0%	1%	1%	4% 4%	0%	F	NA	-		113000	G
	Combined Traine Estimates for 21 arailer	East I-664 is				070	1 70	1 /0	470	076	'	INA			113000	O
	To:	US 13, US 46														
ast	From:	,						407	40.1			0.105	_			_
Hampton Roads Beltway	City of Chesapeake (,	55000	G	94%	0%	1%	1%	4%	0%	F	0.108	F		60000	G
_	Combined Traffic Estimates for 2 Parallel	•		G	93%	0%	1%	1%	4%	0%	۲	NA			119000	G
	To:	East I-664 is	Signed as I-64; I-264		1 1-664											
			1-04, 1-204													

2005 Annual Average Daily Traffic Volume Estimates By Section of Route City of Chesapeake

Route	Jurisdiction	Longth	AADT	QA	4Tire	Puo		Tru	ck		QC	K	QK	Dir	AAWDT	OW/
Route	Junsaiction	Length	AADI	QA	41IIE	bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDI	QVV
West	From:	1	VCL Suffoll	ζ												
664 Hampton Roads Beltway	City of Chesapeake (Maint: 64)	0.62	37000	F	93%	0%	1%	1%	5%	0%	F	0.083	F		40000	F
	Combined Traffic Estimates for 2 Parallel Roadways on the	nis Route:	72000	F	93%	0%	1%	1%	4%	0%	F	NA			78000	F
	We	est I-664 is	s signed a	s Nort	h I-664											
West	To: From:	64-65	9 Pughsville	Road												
(664) Hampton Roads Beltway	City of Chesapeake (Maint: 64)	2.10	38000	G	93%	0%	1%	1%	5%	0%	F	0.086	F		42000	G
004	Combined Traffic Estimates for 2 Parallel Roadways on the	_		G	93%	0%	1%	1%	4%	0%	F	NA			83000	G
	,	est I-664 is		_		070	170	1,0	170	070	•	101			00000	Ŭ
	To		7 Portsmout													
West	From:	SK 33	/ Portsmouti	n Biva												
(664) Hampton Roads Beltway	City of Chesapeake (Maint: 64)	1.03	39000	G	93%	0%	1%	1%	5%	0%	F	0.089	F		42000	G
	Combined Traffic Estimates for 2 Parallel Roadways on the	nis Route:	77000	G	93%	0%	1%	1%	4%	0%	F	NA			84000	G
	We	est I-664 is	s signed a	s Nort	h I-664											
	To:	Doc	k Landing R	load												
West (664) Hampton Roads Beltway	City of Chesapeake (Maint: 64)	1.48	42000	G	93%	0%	1%	1%	5%	0%	F	0.093	F		46000	G
664) Hampton Hoddo Bollmay	Combined Traffic Estimates for 2 Parallel Roadways on the			G	93%	0%	1%	1%	4%	0%	F	NA	•		90000	G
	•	est I-664 is		_		070	170	170	470	070	•	100			30000	Ŭ
West	From:	S 13, US 58,	US 460 Mi	litary Hi	gnway											
(664) Hampton Roads Beltway	City of Chesapeake (Maint: 64)	1.21	55000	G	93%	0%	1%	1%	5%	0%	F	0.087	F		59000	G
	Combined Traffic Estimates for 2 Parallel Roadways on the	nis Route:	104000	G	93%	0%	1%	1%	4%	0%	F	NA			113000	G
	We	est I-664 is	signed a	s Nort	h I-664											
	To:		I-64; I-264		•	•										

Route	Length	AADT	QA	4Tire	Bus			uck Trail		QC F	K actor	QK	Dir Factor	AAW	DT (QW	Yea
itv of Chesapeake			ī						211411		40101		1 40101				
=144)	0.10	NA From		-	-	-	SR 168				J NA			N/	Δ.		
-144)	0.10	To					Dead End				<u> </u>				`		
		From				TIN	TERN DRI	VE			1						
F145)	0.06	NA	_								NA			N	4		
		To	1	<u> </u>			Dead End				<u> </u>						
Technology Dr	0.05	From NA					Dead End				J NA			N	Δ		
F146) Technology Dr	0.00	To			131	-8695 De	ebaun Ave;	Lindale Dr						147	`		
		From					Dead End										
Tennyson St	0.10	NA									NA			N	4		
<u> </u>		To				SR 190 (Great Bridg	ge Blvd									
\bigcirc	0.06	From NA					???				_ NA			N/	۸		
F149)	0.00	To					Dead End							INA	`		
		From					Dead End				i						
=150)	0.34	NA									NA			N	4		
<u> </u>		To					SR 166				<u> </u>						
\cap	0.47	From				SOUTH	HWAY STI	REET			NIA.			N :			
F151)	0.17	NA					Dead End				NA T			N	4		
		From					3 Military F	Hwv			1						
Rotunda Ave	1.56	NA				051.	5 Willitary I	ıwy			NA			N	4		
<u> </u>		To From				WC	L Portsmou	ıth			1						
Rotunda Ave	0.69	NA	<u></u>								NA			N	4		
		To				124-854	40 Greenwo	ood Dr									
$\widehat{}$		From				BUF	RNS STREI	ET]						
=156	0.12	NA					Dead End				NA T			N	4		
		From					SR 191				+						
=336)	0.19	NA					SK 191				NA			N	4		
		To					Dead End										
		From				1	Dead End										
Old Soldier Rd	0.47	NA	r				101 7 11:007	2.1			NA			N	4		
		From	1				191 Jolliff F				1						
F683) Blake St	0.32	NA				SR 190 C	Great Bridg	ge BIVa			J NA			N	4		
-663)	0.02	To					Dead End				<u> </u>				•		
		From				SR 190	Great Bridg	ge Blvd									
Finck Lane	0.13	NA									NA			N	4		
<u> </u>		To					Dead End										
	0.06	NA From]	Dead End				NA			N	^		
F808)	0.06	To				FF	R-923 US 58	8						INA	٦.		
		From					Dead End				İ						
F809)	0.65	NA									NA			N	4		
<u> </u>		To					US 58				<u> </u>						
		From				US 13 I	Military Hig	ghway									
Ridgeway Ave	0.46	NA	<u> </u>				Dead End				NA T			N	4		
		From	<u> </u>					ohuve			1						
Snowden St	0.58	NA	<u> </u>			US 38 I	Military Hig	guway			NA			N	4		
1 02.07 2		To					Dead End				<u> </u>						
		From					archland Bly	vd									
1 Towne Point Rd		23000	F	94%						F	0.09		0.535		00	F	200

						Oity Oi	Oncouped	2110								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake			1													
Backwoods Rd	0.72	1600	F	98%	0%	JB-131- 1%	NC State Li 0%	ine 0%	0%	С	0.104	F	0.010	1000	F	2005
2 Backwoods Rd	0.73	To-		90%	0%		6 Ballahack		0%	-	0.104	Г	0.912	1800	Г	2005
		From:	l								-					
3 Douglas Rd	2.95	250	F	94%	3%	2%	Vashington I 0%	1%	0%	С	0.140	F	0.634	280	F	2005
3 Douglas Rd	2.90	230 To:		34 /0	370		enefit Rd	1 /0	070		0.140	'	0.054	200	'	2003
		From:														
4 Indian Creek Rd	5.92	940	F	94%	2%	3%	efield Blvd 1%	1%	0%	С	0.094	F	0.563	1000	F	2005
4 Indian Creek Rd	0.02	To:	Ė	J+70	270		rirginia Bea		070		0.054	'	0.505	1000	•	2000
		From:	1								_					
5 Crossways Blvd	0.32	12000	F	99%	0%	0%	lvo Pkwy 0%	0%	0%	С	0.095	F	0.539	13000	F	2005
5 Crossways Blvd	0.52	To:	· ·	3370	070		Way North		070		0.033	'	0.555	13000	'	2000
		From:									1					
6 Woodlake Dr	0.23	21000	F	97%	1%	1%	nbriar Pkwy 0%	1%	0%	С	0.091	F	0.708	23000	F	2005
6 Woodlake Dr	0.23	Z 1000		91 /0	1 /0		eenbriar Pkv		076		0.091	-	0.700	23000		2003
		From:	1					vy			_					
Old Croonbrian Rd	0.42	11000	F	070/	10/		odlake Dr	10/	00/	С	0.095	F	0.526	12000	F	2005
7 Old Greenbriar Rd	0.43	1 1000		97%	1%	1%	0%	1%	0%	U	0.085	۲	0.526	12000	Г	2005
<u> </u>		From:	ليا				itary Hwy								_	
(7) Old Greenbriar	0.46	4600	F	96%	1%	2%	1%	1%	0%	F	0.085	F	0.587	5000	F	2005
		To:	<u> </u>			Prov	vidence Rd				_ !					
		From:					lahack Rd									
(8) Bunch Walnuts Rd	3.01	860	F	96%	1%	2%	1%	1%	0%	С	0.092	F	0.624	940	F	2005
		To:				Ве	enefit Rd									
		From:				WCI	L Va Beach									
9 Paramont Ave	1.11	4900	F	98%	1%	1%	0%	0%	0%	С	0.097	F	0.53	5300	F	2005
		To:				Mil	itary Hwy									
		From:				Ве	enefit Rd									
(10) Sign Pine Rd	1.73	1900	F	96%	1%	2%	1%	1%	0%	С	0.097	F	0.781	2000	F	2005
\bigcirc		To:				Battl	efield Blvd									
		From:			SR 1	68 Battlefi	eld Blvd, At	lantic A	ve							
(11) Campostella Rd	0.44	13000	F	96%	0%	1%	1%	2%	0%	F	0.089	F	0.520	14000	F	2005
\cup		To				131-8640	Providence	· Rd								
(11) Campostella Rd	1.34	13000	F	96%	0%	1%	1%	2%	0%	F	0.085	F	0.543	14000	F	2005
(1) Campootona ra	1.01	To	Ė	0070			erty St; Bor		070	-		•	0.0 10	11000	•	2000
		From:	I				n Branch Bl									
(8524) Churchland Blvd	0.57	5500	F	99%	0%			0%	0%	С	0.084	F	0.516	6000	F	2005
6524) Gridi Gridina Biva	0.01	-		0070	070				070			•	0.010	0000	•	2000
<u> </u>		From:	L	2221			ne Point Rd					_			_	
(8524) Churchland Blvd	0.09	15000 To:	F	99%	0%	0%	0%	0%	0%	F	0.086	F	0.541	16000	F	2005
							Portsmouth									
<u> </u>		From:					1 Jolliff Rd					_			_	
8527 Dock Landing Rd	0.27	5500	F	99%	0%	0%	0%	0%	0%	F	0.095	F	0.553	6000	F	2005
		To- From:					I-664				\Box					
(8527) Dock Landing Rd	0.89	6000	F	98%	1%	1%	0%	0%	0%	С	0.096	F	0.569	6600	F	2005
\bigcirc		To				Fac	le Hill Dr				——					
(8527) Dock Landing Rd	0.24	5800 From:	F	98%	1%	1%	0%	0%	0%	F	0.094	F	0.540	6300	F	2005
0021) = 231 = 231 0 1 1 3	J. _ .		-		. , •			- / 0	- / 0	-		-	2.2.0	-500	-	
Dock Londing Dd	2 22	From:	<u> </u>	000/	10/		evon Dr	00/	00/		0.003	_	0.500	7100	_	2005
8527 Dock Landing Rd	2.23	6500 To:	F	98%	1%	1%	0%	0%	0%	С	0.093	F	0.502	7100	F	2005
			1				ortsmouth I									
Down to the Dis	0.01	From:	<u> </u>	0701	001		; CL Suffol		001			_	0.500	0000	_	0005
(8529) Pughsville Rd	0.84	8200	F	87%	0%	1%	3%	9%	0%	С	0.094	F	0.560	8900	F	2005
		From:					I-664				\Box —					
(8529) Pughsville Rd	0.17	19000	F	98%	1%	1%	0%	0%	0%	С	0.09	F	0.596	21000	F	2005
$\overline{}$		To:					30; Taylor F	Rd								
C Touley D.1	4.05	From:	ᄂ	000/	407		hsville Rd	001	001			_	0.540	40000	_	2025
(8529) Taylor Rd	1.65	14000	F	98%	1%	1%	0%	0%	0%	F	0.089	F	0.546	16000	F	2005
		To:					US 17									

						City of Cries	sapeake								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+/	Truck Axle 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake		From	i							- 1					
Taylor Pd	1 70		F	99%	0%	SR 337 Portsm		0%	С	0.091	F	0.506	24000	F	2005
8530 Taylor Rd	1.70	22000		99%	0%	0% 0	% 0%	0%	C	0.091	Г	0.506	24000	Г	2005
<u> </u>		To From	<u> </u>			Bruce I								_	
(8530) Taylor Rd	0.29	20000	<u></u> F	99%	0%		% 0%	0%	F	0.087	F	0.531	22000	F	2005
<u> </u>		To				131-8529 Pugl	nsville Rd								
		From	·			Taylor 1									
(8531) Dunedin Dr	0.99	1500	F	99%	0%		% 0%	0%	С	0.086	F	0.612	1700	F	2005
<u> </u>		To				Western Bran	nch Blvd								
\sim		From				Taylor l									
8532) Bruce Rd	1.54	14000	F	98%	1%	1% 0	% 0%	0%	С	0.082	F	0.569	15000	F	2005
<u> </u>		To From				Tyre Nec									
Tura Nack Dd	1.00		F	000/	00/	Bruce		00/		0.002	F	0.510	12000	F	2005
8532) Tyre Neck Rd	1.26	12000 _{To}		99%	0%		% 0%	0%	С	0.092	Г	0.513	13000	Г	2005
						WCL Ports									
O D O	0.00	From	<u> </u>	0001	401	Gust La		001			_	0.000	4700	_	000-
Deep Creek Blvd	0.60	4300 _{To}	F	98%	1%		% 0%	0%	С	0.105	F	0.602	4700	F	2005
			<u> </u>			SCL Ports									
		From				US 46					_			_	
8591) Liberty Street	0.40	4100	F	87%	1%		% 7%	0%	F	0.080	F	0.542	4500	F	2005
<u> </u>		То				SCL Nor									
<u> </u>		From				ECL No									
Berkley Ave	0.39	2500	F	98%	1%		% 0%	0%	С	0.083	F	0.618	2700	F	2005
		To				Wingfield	Ave								
		From				Bank St	reet								
Rosemont Ave	0.13	570	F	80%	0%	2% 1	% 17%	0%	F	0.121	F	0.771	630	F	2005
<u> </u>		To				Hill Str									
	0.07	From	<u> </u>	000/	00/	Hill S		00/	_		_	0.04	4000	_	2005
8596 Rosemont Ave	0.37	1200 _{To}	F	80%	0%		% 17%	0%	С	0.095	F	0.81	1300	F	2005
						US 460 Bainbi	age Biva								
		From	<u> </u>			Bainbridge								_	
(8597) Chesapeake Dr	0.45	2600	F	99%	0%		% 0%	0%	С	0.095	F	0.559	2900	F	2005
<u> </u>		То				Chesapeak	e Ave								
		From				Buell S									
8598) Freeman Ave	0.65	4000	F	60%	2%	3% 7	% 28%	0%	С	0.086	F	0.535	4400	F	2005
\bigcirc		To				I-464				\neg —					
8598) Freeman Ave	0.25	7600	F	60%	2%		% 28%	0%	F	0.075	F	0.639	8300	F	2005
		То				Bainbridge									
		From				Military 1									
8599) Cavalier Blvd	1.24	10000	F	87%	1%		% 7%	0%	С	0.093	F	0.502	11000	F	2005
		То		- ,-		SCL Ports					٠				
		From	- I			Military 1				1					
8601) Deep Creek Blvd	0.94	3100	F	97%	1%		му % 0%	0%	С	0.101	F	0.714	3400	F	2005
Beep Creek Blvd	0.34	3100 To		J1 /0	1 /0	Gust La		0 70		3.101	•	0.7 14	U-100	•	2000
		From				Deep Creel									
8601) Gust Lane	0.44	6100	F	99%	0%	1% 0	% 0%	0%	С	0.107	F	0.552	6700	F	2005
\cup		То				SCL Ports	mouth								
		From				Sir Galaha	ad Dr			1					
8602) Camelot Blvd	0.59	8400	F	98%	1%		% 0%	0%	С	0.086	F	0.599	9200	F	2005
<u> </u>		To	_												
R602) Camelot Blvd	0.32	4700	F	87%	1%	Deep Creel	% 7%	0%	F	0.093	F	0.637	5200	F	2005
Camelot Blvd	0.32	4700 To		01 70	1 70	George Washir		0 /0	Г	0.093	L.	0.037	3200	Г	2003
O all a service D d	0.44	From	<u> </u>	0701	401	Military 1		001			_	0.705	0500	_	0005
6604 Galberry Rd	2.41	2300	F	97%	1%	1% 0	% 0%	0%	С	0.136	F	0.735	2500	F	2005
<u> </u>		To From			U	S 17 George Wa	shington Hwy								
8604) Shell Rd	0.87	4900	F	99%	0%	1% 0	% 0%	0%	F	0.134	F	0.584	5400	F	2005
\ /		To		_		Firman	St	_							

						Oity of Office	esapeake								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3-		rail 2Trai	ററ	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake		From	.1												
8604) Shell Rd	0.81	4600		97%	1%	Firma		% 0%	С	0.118	F	0.652	5100	F	2005
(8604) Shell Rd	0.01	4000		91 /6	1 /0			/0 0/0		0.110		0.032	3100	Г	2003
Chall Dd	1 10	2800		000/	00/	Canal		00/		0 110		0.660	2100		2005
Shell Rd	1.12	2000	F	99%	0%	1% Military		% 0%	F	0.119	F	0.660	3100	F	2005
		From													
8605) Canal Dr Ext	0.51	5100	F	98%	1%	Shell 1%		% 0%	С	0.1	F	0.559	5500	F	2005
(8605) Canal Dr Ext	0.01	To		0070	170	Military		70 070		Т		0.000	0000		2000
		From	e			Bainbrid				i					
(8622) Portlock Rd	0.89	4500	F	97%	1%			% 0%	С	0.096	F	0.519	4900	F	2005
		To	ic.			Campost	ella Rd								
		From	i:			Provide	nce Rd								
8635) Dunbarton Rd	0.06	2600	F	99%	0%	0%	0% 0	% 0%	F	0.082	F	0.632	2800	F	2005
\bigcirc		To From	-			Longdale	Crescent			\neg —					
8635) Dunbarton Rd	0.18	1500	F	99%	0%			% 0%	С	0.088	F	0.612	1700	F	2005
\cup		To	-			Crown C	rescent								
8635) Dunbarton Rd	0.16	670 From	F	99%	0%			% 0%	F	0.097	F	0.593	730	F	2005
		To	c			Longdale	Crescent								
	·	From	:	-		Campost	ella Rd								
8640) Providence Rd	1.55	17000	F	99%	0%			% 0%	F	0.1	F	0.539	19000	F	2005
\cup		To	4			Angor	a Dr								
(8640) Providence Rd	0.99	16000	F	99%	0%			% 0%	С	0.103	F	0.576	18000	F	2005
		To	c			WCL Virgi	nia Beach								
		From	:			Military	Hwy			i					
8645) Sparrow Rd	0.23	5200	F	98%	0%			% 0%	F	0.086	F	0.559	5700	F	2005
\cup		To	-			Provide	nce Rd								
(8645) Sparrow Rd	0.84	9300 From	F	98%	0%			% 0%	С	0.089	F	0.557	10000	F	2005
<u> </u>		То	_			Indian R	iver Pd			—					
8645) Sparrow Rd	0.57	3200 From	F	98%	0%			% 0%	F	0.105	F	0.616	3500	F	2005
6043) Spansin i ta	0.0.	T-0			0,0			,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,			•	0.0.0	0000	-	_000
8645) Sparrow Rd	0.28	1600	F	98%	0%	Little Be		% 0%	F	0.099	F	0.645	1800	F	2005
Sparrow Rd	0.20	To	:	30 76	070	Goldere		70 070	'	0.033	'	0.043	1000		2000
		From	E			SR 168 Cam				<u> </u>					
8647) Border Rd	0.47	6800	F	97%	1%			% 0%	С	0.087	F	0.565	7500	F	2005
0047) = 0.00.		To	:			Wingfie		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,							
		From	i:			Borde	r Rd								
(8647) Wingfield Ave	0.08	3900	F	97%	1%	1%	0% 0	% 0%	F	0.090	F	0.593	4300	F	2005
<u> </u>		To From				131-8592 Be	erkley Ave								
(8647) Wingfield Ave	0.48	2800	F	98%	1%			% 0%	С	0.086	F	0.502	3000	F	2005
\bigcirc		To	c .			Tatemsto									
(8647) Tatemstown Rd	0.34	4100	F	98%	1%	Wingfie		% 0%	С	0.091	F	0.57	4500	F	2005
(8647) Taternstown Rd	0.04	To		3070	170	SR 407 India		70 070			•	0.07	4000	•	2000
		From	E			Battlefie				1					
(8648) Albemarle Dr	1.19	3600	F	99%	0%			% 0%	С	0.14	F	0.944	4000	F	2005
		To				Cedar									
		From	ı:			Mt Ple							,		
(8649) Woodford Dr	0.28	270	F	97%	1%			% 0%	С	0.131	F	0.539	300	F	2005
		To	c			Royal C									
	·	From		-		Walnu	t Ave								-
8650) Cornick Ave	0.14	800	F	97%	2%			% 0%	F	0.107	F	0.62	880	F	2005
\bigcirc		To				Oleande	er Ave								
		From	-			- Cund									
(8650) Cornick Ave	0.60	1200	F	97%	2%	1%	0% 0	% 0%	С	0.109	F	0.529	1300	F	2005

							0.1, 0.	Criesapea	aito								
	Route	Length	AADT	QA	4Tire	Bus		True 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of	f Chesapeake		From:					1 7 1									
	West Road	0.79	300	F	94%	2%	1%	ouglas Rd 2%	1%	0%	F	0.133	F	0.609	320	F	2005
8653)	West Road	0.75	300	<u> </u>	34 /0	2.70			1 /0	070		0.133	'	0.003	320		2003
	Wast Dd	<i>E</i> 07	1700	┶	0.40/	20/		nefit Road	40/	00/				0.000	4000		2005
8653	West Rd	5.27	1700 To:	F	94%	2%	1%	2% ninion Blvd	1%	0%	С	0.09	F	0.686	1900	F	2005
			From:														
	Shilelagh Rd	6.96	600	F	92%	2%	2%	enefit Rd 3%	1%	0%	С	0.125	F	0.544	660	F	2005
8655	Shillelagh ING	0.90	To-	·	32 /0	2.70		ninion Blvd	1 /0	070		0.123	'	0.544	000		2003
			From:	一				efield Blvd									
8656	Benefit Rd	1.96	2500	F	93%	2%	3%	1%	1%	0%	С	0.171	F	0.845	2700	F	2005
0030			To									-	•			-	
	Benefit Rd	1.92	2800 From:	F	93%	2%	3%	n Pine Rd 1%	1%	0%	F	0.112	F	0.817	3000	F	2005
8656	Delient IVa	1.32	2000		33 /0	270	370	1 /0	1 /0	070	'	0.112	'	0.017	3000	'	2003
	D (".D.I	0.40	From	<u> </u>	0.40/			nstown Rd	407	00/			_		4400		2005
8656)	Benefit Rd	3.16	1000 To:	F	94%	2%	2%	2%	1%	0%	С	0.134	F	0.883	1100	F	2005
				<u> </u>				ouglas Rd									
	Old Atlantia A	0.04	From:	ᄂ	0.40/	20/		Atlantic Av		00/			_	0.550	5000	_	2005
8657	Old Atlantic Ave	0.31	4600	F	94%	2%	2%	2%	1%	0%	F	0.089	F	0.553	5000	F	2005
			From	<u> </u>				6 Liberty St									
8657	Cascade Blvd	0.44	1100 To:	F	94%	2%	2%	2%	1%	0%	F	0.119	F	0.732	1200	F	2005
				<u>—</u>				Campostella	Kd								
	D 1 0	0.50	From:	<u> </u>	000/			bridge Blvd	00/	00/			_	0.004	000	_	0005
8658)	Booker St	0.58	750	F	99%	0%	1%	0%	0%	0%	С	0.114	F	0.691	820	F	2005
								bridge Blvd									
	O and a malling Translation	0.00	From:	ᄂ	000/			8 Battlefield		00/			_	0.7	0000	_	0005
8661)	Centerville Tnpk	3.99	6200	F	96%	1%	2%	1%	1%	0%	С	0.120	F	0.7	6800	F	2005
$\overline{}$			To: From:					urray Dr									
8661)	Centerville Tnpk	2.06	8800	F	96%	1%	2%	2%	0%	0%	С	0.096	F	0.605	9600	F	2005
_			To- From:				Wate	rway Circle									
8661)	Centerville Tnpk	1.13	15000	F	97%	0%	1%	1%	1%	0%	F	0.097	F	0.654	16000	F	2005
			To:					Butts Statio	n Rd								
	Conton illo Tools	0.46	From:	ᄂ	070/	00/		Station Rd	10/	00/			_	0.640	0000	_	2005
8661)	Centerville Tnpk	0.46	8200 To-	F	97%	0%	1%	1% 05 Elbow R	1%	0%	С	0.099	F	0.640	8900	F	2005
			From:					lbow Rd	u								
8661)	Centerville Tnpk	1.76	7000	F	97%	0%	1%	1%	1%	0%	F	0.096	F	0.677	7600	F	2005
\bigcup			To:				ECL	Va Beach									
			From:				Ken	psville Rd									
(8662)	Green Tree Rd	0.73	6700	F	98%	0%	1%	1%	0%	0%	С	0.102	F	0.585	7300	F	2005
			To:					Grove Rd									
	Ook Crovo Dd	0.06	From:	<u> </u>	000/	00/		efield Blvd	00/	00/		0.000	_	0.500	0700	_	2005
(8662)	Oak Grove Rd	0.86	7900 To:	F	98%	0%	1%	0% en Tree Rd	0%	0%	С	0.083	F	0.528	8700	F	2005
-																	
	Johnstown Dd	E 04	From:	F	050/	10/		enefit Rd	10/	00/		0.002	_	0.640	4000	F	2005
8663)	Johnstown Rd	5.94	3700 To:		95%	1%	1% Battle	2% efield Blvd	1%	0%	С	0.093	F	0.648	4000	г	2005
			From:	<u> </u>													
	Woodbridge Dr	0.19	1000	F	99%	0%	Johr 1%	nstown Rd 0%	0%	0%	С	0.096	F	0.604	1100	F	2005
8664)	vv oodbridge DI	0.19	To:		JJ /0	0 /0		arfield Dr	U /0	U /0	U	0.090	г	0.004	1100	i.	2005
			From:					dbridge Dr									
8664)	Briarfield Dr	0.68	2300	F	99%	0%	0%	0%	0%	0%	С	0.107	F	0.563	2500	F	2005
\bigcup			To:				C	edar Rd									
			From:				Prov	idence Rd									
(8665)	Dunbarton Rd	0.65	5200	F	99%	0%	1%	0%	0%	0%	С	0.096	F	0.535	5700	F	2005
100001												_					
0003			To:	1			[JS 12	Military Hy	/V								
0	Greenbrier Pkwy	0.50	54000	F	98%	0%	US 13 :	Military Hw 1%	y 0%	0%	F	0.077	F	0.599	59000	F	2005

						City of Ci	nesape	ake								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3			2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake																
O 0 5:		From	<u> </u>				-64					_			_	
(8665) Greenbrier Pkwy	0.94	80000	F	98%	0%	1%	1%	0%	0%	F	0.081	F	0.534	87000	F	2005
		To: From:				Ede	n Way									
(8665) Greenbrier Pkwy	0.42	41000	F	98%	0%	1%	1%	0%	0%	F	0.08	F	0.580	45000	F	2005
\bigcirc		To				Volve	o Pkwy				\neg L					
8665) Greenbrier Pkwy	1.78	26000	F	98%	0%	1%	1%	0%	0%	С	0.092	F	0.626	29000	F	2005
,		т.														
Dista Ctation Dd	0.00	From	<u> </u>	000/	00/	SR 190 Ke			00/	_	0.405		0.740	40000	_	2005
8665 Butts Station Rd	2.08	11000	F	98%	0%	1%	1%	0%	0%	F	0.105	F	0.710	12000	F	2005
						131-8661 Ce	nterville	тпгрк								
		From	<u> </u>				Va Beach									
(₈₆₆₇₎ Blackwater Rd	2.62	2700	_ <u>F</u> _	90%	1%	3%	4%	2%	0%	С	0.098	F	0.774	3000	F	2005
<u> </u>		To				Fentress .		Rd								
O 5	0.45	From:	<u> </u>	0.407	407		vater Rd	40/	00/			_	0.700	4700	_	0005
Fentress Airfield Rd	0.15	4300	F_	94%	1%	1%	3%	1%	0%	С	0.099	F	0.736	4700	F	2005
<u> </u>		To	<u> </u>			SR 165 Mt	Pleasan	t Rd			<u> </u>					
		From				Battlef	ield Blvd	l								
8668) Hickory Rd East	0.81	3800	F	95%	2%	2%	0%	0%	0%	С	0.175	F	0.843	4200	F	2005
\bigcirc		To	_			Centers	ille Tpk	e								
8668) Head Of River Rd	4.89	1200		95%	1%	2%	1%	1%	0%	С	0.106	F	0.718	1300	F	2005
Head Of River Rd	- .05	1200 To:	Ė	JJ /0	1 /0	WCL Vir			0 /0		0.100	'	0.7 10	1300	'	2000
			<u> </u>													
	0.10	From	<u> </u>	0601	001		ield Blvc		061	_		_	0.500	0000	_	000
8674) Ashley Rd	0.42	3500	F	99%	0%	0%	0%	0%	0%	С	0.108	F	0.588	3800	F	2005
<u> </u>		To				Mt Ple	asant Rd									
		From				Campo	stella Ro	i								
8695) Lindale Dr	0.70	3600	F	99%	0%	1%	0%	0%	0%	С	0.118	F	0.849	4000	F	2005
		To				Deba	un Ave									
_		From				Lind	lale Dr									
8695) Debaun Ave	0.33	4800	F	98%	0%	1%	0%	0%	0%	С	0.101	F	0.747	5200	F	2005
\bigcirc		To				Battlef	ield Blvd	i								
		From				Crystalw	ood Circ	le								
8717) Volvo Pkwy	0.30	950	F	99%	0%	0%	0%	0%	0%	F	0.097	F	0.548	1000	F	2005
		т.,					α.				_					
Nation Plans	0.00	From	<u> </u>	000/	00/		on St	00/	00/			_	0.070	40000	_	0005
8717) Volvo Pkwy	0.26	11000	F	99%	0%	0%	0%	0%	0%	С	0.09	F	0.679	12000	F	2005
		To: From:				Independ	lence Pky	wy								
8717) Volvo Pkwy	0.25	14000	F	99%	0%	0%	0%	0%	0%	F	0.094	F	0.658	16000	F	2005
		To	_			D-41-6	-14 D1	1			_					
Value Plans	1 20	Prom:	<u> </u>	000/	00/		ield Blvd		00/		0.005	_	0.500	27000	F	2005
8717) Volvo Pkwy	1.38	25000 To:	F	98%	0%	1%	0% rier Pkw	1%	0%	С	0.085	F	0.500	27000	Г	2005
		From					riar Pkw									
8717) Volvo Pkwy	0.45	23000	F	98%	0%	1%	0%	1%	0%	F	0.096	F	0.672	25000	F	2005
Volvo Pkwy	0.43	23000 To:	Ė	30 70	0 70		n Way	1 /0	0 70		0.030	'	0.072	23000	'	2000
		From		1	31-8806	Eden Way; 8		lvo PKW	Y: 880		1					
8717) Volvo Parkway	1.49	21000	F	98%	0%	1%	0%	1%	0%	F	0.098	F	0.668	22000	F	2005
U, 1, 1 2.1.2.1 2.1.1.1.2,		To:	Ė	2070		ead End; 1.4			2,0	•		•	2.000		•	_550
		From			<i>D</i>											
Coffman Divisi	0.70		느	0007	407		nding Ro		00/	^		_	0.570	0000	_	0005
8757 Coffman Blvd	0.70	1800 _{To}	F	98%	1%	1%	0%	0%	0%	С	0.093	F	0.572	2000	F	2005
<u> </u>		To	<u> </u>			Portsmo	outh Blv	a								
		From		_		Great B	ridge Blv	⁄d	_	•				_		
8763) Campostella Rd	1.34	6200	F	96%	2%	1%	0%	0%	0%	С	0.099	F	0.658	6800	F	2005
\bigcirc		To				M;1:4:	ary Hwy									
Campostolla Pd	1.06	16000	1	96%	2%	1%	0%	0%	0%	F	0.099	F	0.520	17000	F	2005
(8763) Campostella Rd	1.06	To	┌╌	JU /0	∠ /0				U /0	Г	0.099	г	0.529	17000	Г	2000
							ield Blvc				<u> </u>					
								. –								
<u> </u>		From	<u> </u>				dge Blv				_	_	_		_	
(8771) Virginia Ave	0.50	1300	F	98%	1%	Bainbri 1%	dge Blvd 0%	0%	0%	С	0.137	F	0.549	1400	F	2005

						City of Chesar	beake								
Route	Length	AADT	QA	4Tire	Bus	T 2Axle 3+Axl			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake		F	.1							-					
Chananaaka Aya	1 10	Fron		079/	20/	Virginia Av		0%		0.096	F	0.605	2600	F	2005
Chesapeake Ave	1.12	3300		97%	2%	1% 0%	0%	0%	С	0.086	Г	0.605	3600	Г	2005
<u> </u>	0.44	Fron	<u> </u>	070/	00/	Park Ave	00/	00/				0.507	0000		0005
(8771) Chesapeake Ave	0.41	2900 Tr	F	97%	2%	1% 0%	0%	0%	F	0.093	F	0.597	3200	F	2005
						Poindexter S									
<u> </u>		Fron				Bainbridge Bl					_		.=	_	
8776) Park Ave	0.37	1500	F	98%	1%	1% 0%	0%	0%	С	0.088	F	0.608	1700	F	2005
		Tr Fron				Chesapeake A	ve								
₈₇₇₆) Park Ave	0.35	4500	F	98%	1%	1% 0%	0%	0%	F	0.091	F	0.611	5000	F	2005
<u> </u>		To	c .			Atlantic Ave	e								
_		Fron	i:			Dead End									
8778) Barnes Rd	0.45	890	F	64%	0%	3% 1%	32%	0%	С	0.104	F	0.65	970	F	2005
<u> </u>		To	c			Bainbridge Bl	lvd								
		Fron	E			George Washingto	n Hwy								
8796) Ballahack Rd	11.72	830	F	95%	1%	2% 1%	1%	0%	С	0.106	F	0.608	910	F	2005
$\overline{}$		та	-			Old Battlefield	Blvd								
8796)	0.10	5100 From	F	95%	1%	2% 1%	1%	0%	F	0.094	F	0.532	5600	F	2005
		To	:			SR 168									
		Fron	1:		_	W Branch Bl	vd							_	_
8797) Poplar Hill Rd	0.23	11000	F	99%	0%	0% 0%	0%	0%	С	0.084	F	0.523	12000	F	2005
0/9//		To	:			Churchland B					-			-	
		Fron	c			Cedar Rd									
8798) Bells Mill Rd	2.38	1400	F	98%	0%	1% 0%	0%	0%	С	0.089	F	0.529	1500	F	2005
8798) Dollo IVIIII TAG	2.00	To To		3070	070	Cedar Rd	070	070		0.000	•	0.020	1000	•	2000
		Fron								+					
8799) Waters Rd	0.36	8500	F	98%	0%	Washington I 1% 1%	0%	0%	С	0.089	F	0.587	9200	F	2005
Waters Rd	0.50	0300 To		30 /0	0 70	Cedar Rd 16		070		0.009	'	0.507	3200	'	2000
		Fron								_					
Milhillo Dd	1 11		F	069/	Ω0/	Cedar Rd	10/	00/		0.091	F	0.525	1000	_	2006
Millville Rd	1.11	1800 To		96%	0%	1% 2%	1%	0%	С	0.081	Г	0.525	1900	F	2005
			!			Burson Dr				_					
China and Dd	4.05	Fron		070/	00/	Cedar Rd	00/	00/			_	0.500	4700	_	2005
8801) Shipyard Rd	1.05	1600	F	97%	0%	1% 2% Burson Dr	0%	0%	С	0.092	F	0.586	1700	F	2005
O Hankum Dal	4.00	Fron	<u> </u>	000/	00/	Johnstown R		00/			_	0.577	7000	_	2005
8802 Hanbury Rd	1.00	7300 To	F	99%	0%	1% 0%	0%	0%	С	0.104	F	0.577	7900	F	2005
			1			Battlefield R									
(120 mail Dat	0.00	Fron		000/	00/	Battlefield Bl		00/			_	0.040	0000	_	0005
8803) Hillwell Rd	2.36	2700 To	F	96%	2%	1% 1%	1%	0%	С	0.114	F	0.818	3000	F	2005
						Mt Pleasant I									
		Fron				Mt Pleasant I					_			_	
8804) Fentress Rd	1.80	3700	F_	98%	1%	1% 0%	0%	0%	С	0.093	F	0.601	4000	F	2005
<u> </u>		To	1			Centerville T _I	oke								
<u> </u>		Fron				Centerville Tp								_	
8805) Elbow Rd	3.05	5500	F	99%	0%	0% 0%	0%	0%	С	0.128	F	0.624	6000	F	2005
<u> </u>		Te	i.			WCL Virginia B	Beach								
<u> </u>		Fron				Volvo Pkwy								_	
Eden Way N	0.49	11000	F	99%	0%	0% 0%	0%	0%	F	0.1	F	0.541	12000	F	2005
		To Fron				White Oak Cros	ssing								
8806) Eden Way N	0.68	16000	F	99%	0%	0% 0%	0%	0%	С	0.091	F	0.589	17000	F	2005
<u> </u>		т				Greenbrier Pk	33/3/								
8806) Eden Way N	0.85	13000	7 F	99%	0%	0% 0%	wy 0%	0%	F	0.102	F	0.522	14000	F	2005
8806 Eden Way N	0.00	13000 To		JJ /0	U /0	Volvo Penta		0 /0	1.	0.102	1	0.022	14000	1	2000
		Fron								<u> </u>					
Anne Ave		450	F			Bainbridge Bl	ıva			0.090	_	0.61	450	_	2005
ATTITIE AVE		43U	_			Arlie Street				0.089	F	0.61	450	F	2005
						Ame Street				_					

					City Oi	Chesape	ake								
Route	Length AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
of Chesapeake	From:					Canal Dr				ı					
Baywood Trail	370	F				zanai Di				0.114	F	0.523	370	F	2005
	To				M	Ieiggs Rd									
	From:					e Turnpike	South								
Beaverdam Road	500	F	98%	0%	1%	0%	0%	0%	С	0.101	F	0.644	500	F	2005
	To:	<u> </u>				ig Ridge Rd									
Deallander	From:	ᄂ			Will	low Oak Dr					_		000	_	0001
Beckley Lane	290 _{To:}	F			Gran	ntham Lane				0.149	F		320	F	200
	From:					r Cliff Crest				+					
Birchleaf Rd	200	F			Bilei	Cilii Cies				0.145	F		220	F	200
Direction 1 to	To:	Ė			Mi	ll Pond Dr								•	
	From:				Sh	ipyard Rd									
Burson Dr	800	F								0.105	F	0.714	800	F	200
	To:				Oran	ngewood Rd	ı								
	From:				De	enver Ave									
Chatanooga St	510	F								0.101	F		560	F	200
	To:	<u> </u>				Vaters Rd									
Constal IM -	From:	Ļ_			Batt1	lefield Blvd	<u> </u>			0.400	_		4.400	_	000
Coastal Way	1200 _{ть} .	F			-	Sams Dr				0.106	F		1400	F	200
	From:									+					
Conquest Dr	1400	F				Cedar Rd				0.122	F		1500	F	200
Conquest Di	To:	Ė			Alberr	narle Dr Sh	ea			0.122	'		1300	'	200
	From:					shington Hy				<u> </u>					
Conrad Ave	1800	F			O. Was	simgton 11v	vy			0.087	F	0.565	2000	F	200
	To:				F	Butler St									
	From:				Git	bson Drive									
Cottonwood Lane	150	F								0.118	F		160	F	200
	To:				Le	nore Trail									
	From:					Vilson Rd									
Cypress Street	840	F	97%	0%	2%	0%	0%	0%	С	0.132	F	0.513	840	F	200
	To:	<u> </u>				Isaac St									
Delhalasa	From:	<u> </u>			V	Vellen St					_		070	_	000
Debbs Lane	250 _{To:}	F				2 11 G				0.108	F		270	F	200
	From:	<u> </u>				Rellen St									
Dove Dr	200	F			W	arrick Rd				0.152	F		220	F	200
Dove Di	200 To:		-		Br	atterfly Dr	-			0.132	'		220	'	200
	From:	_				almar Dr				<u> </u>					
Essex Dr	680	F			K	anna Di				0.113	F		740	F	200
	To:				Kin	ıgs Way Dr									
	From:					Jule Dr									
Etheridge Manor Blvd	12000	F								0.096	F		13000	F	200
	To:				Shi	ifford Lane									
	From:				Ede	enbridge Dr									
Etheridge Road	2500	F	99%	0%	1%	0%	0%	0%	С	0.097	F	0.633	2500	F	200
	To				Fe	entress Rd									
	From:	<u> </u>				Saul Dr								_	
Eva Blvd	530	F				/ P				0.100	F		580	F	200
		 				Marge Dr									
Fairway Driva	2000	F	000/	00/		nbrier Pkwy		00/		0.122	_	0.746	2000	_	200
Fairway Drive	2000 To:	<u> </u>	99%	0%	0% Cr	0% anston Dr	0%	0%	С	0.122	F	0.716	2000	F	200
										+					
	From:					thell DA									
Fireman St	From: 670	F				Shell Rd				0.089	F		740	F	200

					City of Che	sapeake								
Route	Length AADT	QA	4Tire	Bus	2Axle 3+	Truck Axle 1Tra		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
v of Chesapeake	From:	_			Cecilia'	Terr			-1					
Flemming Circle	350	F			Сссии	1011			0.105	F	0.579	350	F	2005
	To				Cedar	Rd								
	From:				Bramblew	ood Ct								
Forest Cove Rd	450	F							0.089	F	0.598	450	F	2005
	To:	<u> </u>			Winslow									
Frank Dr	From:				Johnston	ı Rd			0.102	_	0.711	1200	_	2001
Frank Dr	1100 _{To:}				Battlefield	1 Rlvd			0.102	F	0.711	1200	F	200
	From:				Country									
Franklin Street	2400	F	99%	0%)% 0%	0%	С	0.085	F	0.517	2400	F	200
	To:				Bainbridge								•	
	From:				Albert A	Ave								
Gilmerton Rd	5200	F							0.092	F		5600	F	200
	To:				Geneve	Ave								
	From:				Collins I	3lvd.								
Greendell Rd	230	F							0.109	F		250	F	200
	To:	<u> </u>			Ashland									
0	From	Ļ			Galahad	i Dr				_		4700	_	000
Guenevere Dr	1600 _{то} -	F			Sean I	Or			0.1	F		1700	F	200
	From:	<u> </u>												
Hawksley Rd	370	F	-	-	Barksd	ale	-		0.101	F		410	F	200
riawksicy rka	To:	Ė			Glenviev	w Rd			0.101	•		410		200
	From:				Pineclif									
Hollygate Lane	370	F			Tincent	I Di			0.103	F		410	F	200
,,,	To				Briarwoo	od Dr								
	From:				Placid V	Way								
Hunningdon Woods Blv	870	F							0.084	F		950	F	200
	To:				Kempsvil	le Rd								
	From:	L			Canal 1	Rd								
Iowa St	660	F			Oldala	- D.			0.111	F		720	F	200
					Oklahom									
Joyner Rd	From: 250				Gregg	St			0.134	F		270	F	200
Joynei Ku	230 To:				Grant	St			0.134	г		210	г	200
	From:	一			Parker									
Keeling Dr	550	F			Faikei	Ku			0.111	F	0.508	550	F	200
. 100g 2	To:				Lobdel	l Ct			<u> </u>	•	0.000	000	•	
	From:				Indian Riv	ver Rd								
Kemp Lane	300	F							0.104	F		330	F	200
	To:				E. Kemp	Lane								
	From:				Cobb A	Ave								
Laurel Ave	530	F							0.086	F		570	F	200
	To:	<u> </u>			Rokeby	Ave								
	From:	<u> </u>			Cornick									
Lilac Ave	1300 _{то}	F	99%	0%		0% 0%	0%	С	0.099	F		1500	F	200
		<u> </u>			Davis A									
Lincoln Road	From: 170	F	92%	1%	Dunn 2% 2	St 2% 3%	0%	С	0.155	F	0.667	170	F	200
LINCOIN ROAU	1/U	_	92%	170	2% 2 Outlaw		0%		0.100	Г	700.0	170	г	∠00
	From	<u>—</u>							<u> </u>					
Lindsey Ave	240	F			Lindale	DΓ			0.120	F		240	F	200
Enidody Avo	240 To:	Ė			Waterfiel	d Ave			0.120	•		270	•	200
	From:	一			Baugher				1					
	190	F			Daughei	2110			0.101	F		210	F	200
Lofurno Rd	130													

Truck	K		Dir			
Route Length AADT QA 4Tire Bus 2Axle 3+Axle 1Trail 2Trail Fa	actor	QK	Factor	AAWDT	QW	Year
tv of Chesapeake From: Battlefield Blvd	1					
	101	F		1200	F	2005
To: Johnstown Rd						
From: Culpeper Ave	Ī					
	168	F		240	F	200
To: Winslow Ave	<u> </u>					
From: Baff Loop Ct	007	_		500	_	000
Masters Row Ct 540 F 0. Brassie Ct	.097 I	F		590	F	200
Bussic Ct	l					
Taledon Nd	101	F		1000	F	200
To: Duffield Pl]	•		1000	•	200
From: Broadmoor Ave						
	185	F		80	F	200
To: Texas St						
From: Clover Dr						
	102	F		1700	F	200
To: E. Royce Dr						
Parker Rd]	_		F.40	_	000
	.114 I	F		540	F	200
From: I Johnstown Rd	!					
Johnstown Ku	095	F		620	F	200
To: Horse Run Dr	1	•		020	•	200
From: Woodcroft Lane	 I					
	106	F		340	F	200
To: Tyre Neck Rd]					
From: Victoria Dr						
	122	F		1400	F	200
To: Barlett Dr						
From: Campostella Road						
	.091 I	F		470	F	200
Tayest .	<u> </u>					
Philadelphia St 40 F English Ave	143	F		48	F	200
To: Miller Ave	143	'		40	'	200
From: Etheridge Rd	I					
	123	F		270	F	200
To: Sandlewood Lane						
From: Erik Paul Dr						
Priscilla Lane 790 F 0.	094	F		790	F	200
To: Loretta Lane	<u> </u>					
From: Greenway Dr						
	117	F	0.546	140	F	200
Royal Grant Di	<u> </u>					
River Creek Rd 530 F 0.] .111	_		530	F	200
River Creek Rd 330 F 0. To: Booker Street	1	F		550	Г	200
From: Battlefield Blvd	<u> </u>					
Dattered bive	.091	F		4700	F	200
To: Military Hwy	L					
From: Shepherds Ct						
	122	F		260	F	200
To: Logans Mill Terr						
From: Sir Meliot Ct						
	.099	F		830	F	200
To: Drawbridge Dr	<u> </u>					

						Oity Oi	Criesape	anc							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ity of Chesapeake															
		From:	<u> </u>			C	Cricket Ct								
Smokey Mountain Tr		1300	F			***	1 . 1 . 1 . 1 . 1 . 1 . 1			0.086	F		1300	F	2005
		100					odwind Way								
Caushfield Da		From:	ᄂ			Wo	odberry Dr				_		440	_	000
Southfield Dr		100 To:	F			D	Bartell Dr			0.12	F		110	F	2005
		From:	l												
Stadium Dr		2000	F			50	carlett Dr			0.143	F		2100	F	2005
Stadium Di		2000 To:	Ė			Mt I	Pleasant Rd			0.143	•		2100		2000
		From:	1				len Hind Ro								
Strafford Dr		300	F			Gold	ien mina Ko	1		0.102	F		330	F	2005
Chanola Di		To:				H	arding Dr				•		000	•	2000
		From:					oldcrest Dr								
Tanglewood Tr		340	F			- 00	nderest Di			0.109	F		380	F	200
g		To:				Т	Γrilby Ct				-			-	
		From:				Fa	airview St								
Tatemstown Rd		2600	F				ar vie v Bt			0.073	F		2800	F	200
		To:				F	Peter Rd								
		From:				E	Bruin Rd								
Terry Dr		1000	F							0.092	F		1100	F	200
		To				Bri	ittany Way								
		From:				Bı	ulldog Dr								
Tinter St		2400	F							0.088	F		2700	F	200
		To:				Vo	olvo Pkwy								
		From:				Cam	npostella Ro	l							
Wadena Rd		840	F							0.106	F		840	F	200
		To-				Gra	atton Street								
		From:				C	Cedar Rd								
Warrick Rd		1000	F							0.101	F		1100	F	200
		To:				Bu	itterfly Dr								
		From:				W	Vaters Rd					_			
Washington Dr		760	F							0.103	F	0.606	760	F	200
		To:				I	E. Street								
		From:				Ma	gnolia Ave								
Winslow Ave		350	F							0.138	F		390	F	200
		To:	<u> </u>				arlboro St		 						
		From:		•	•	Georg	ge Wash. Hy	vy							
Yadkins Rd		3900	F							0.097	F		4300	F	2005
		To:					I-64								